Better Brakes Timeline

1994

Santa Clara County study finds that brakes may account for more than 50% of the copper pollution entering San Francisco Bay.

1998

Copper use reporting for top 20 bestselling vehicles begins.

2005 BPP publishes final report on the atmospheric deposition of copper.

2007 October:

BPP completes watershed computer modeling of the contribution of brake pads to copper pollution in San Francisco Bay.

December:

BPP completes San Francisco Bay-wide computer modeling of copper released from brake friction materials.

2010

January:

Washington State introduces similar legislation titled Senate Bill (SB) 6557, relating to brake friction material.

February:

Washington passes SB 6557.

March:

SB 6557 is signed into law and becomes RCW 70.285.

June:

California passes SB 346.

2012 January:

The BBR Workgroup releases a second draft rule and Ecology holds two public workshops.

March:

The BBR Workgroup reaches preliminary consensus on draft rule.

June:

Ecology formally proposes rule.

July:

Ecology holds two public hearings and solicits comments on the proposed rule.

October:

Ecology expects to adopt the final version of the Better Brakes Rule.

2015

January:

All brakes made after this date must be certified and marked to indicate that they do not contain asbestos, lead, mercury, cadmium, or chromium (VI).

December:

By this date Ecology must review available information to determine if brake friction materials containing less than .5% copper are available. If available, Ecology is directed to convene a group of experts to determine how best to move forward with a ban on materials containing more than .5% copper by weight.

2025 January:

Unmarked brakes made before 2015 may no longer be sold in Washington State.

1994

1996

1998

2003

2005

2006

2007

2009

2010

2011

2012

2013

2015

2021

2025

1996

Brake Pad Partnership (BPP) is formed.

2003

BPP begins Castro Valley Creek water quality monitoring project.

2006

January:

BPP publishes final report estimating copper released from brake and non-brake sources.

April:

BPP publishes final report characterizing airborne and non-airborne debris from brake friction material.

July:

BPP completes air deposition computer modeling of copper released from brakes.

2009 February:

Senate Bill 346 is introduced in California. This is the first attempt to mandate a phaseout of copper. It fails the first year.

2011 February:

The Washington State Department of Ecology begins formal rule-making.

June:

The Better Brakes Rule (BBR) Workgroup holds its first meeting.

October:

The Better Brakes Rule (BBR) Workgroup develops a preliminary draft rule and solicits informal comments.

2013 January:

Brake manufacturers report the use of copper, nickel, zinc, and antimony in brake friction materials to Ecology.

2021 January:

Brakes made after this date may not contain more than 5% copper by weight.